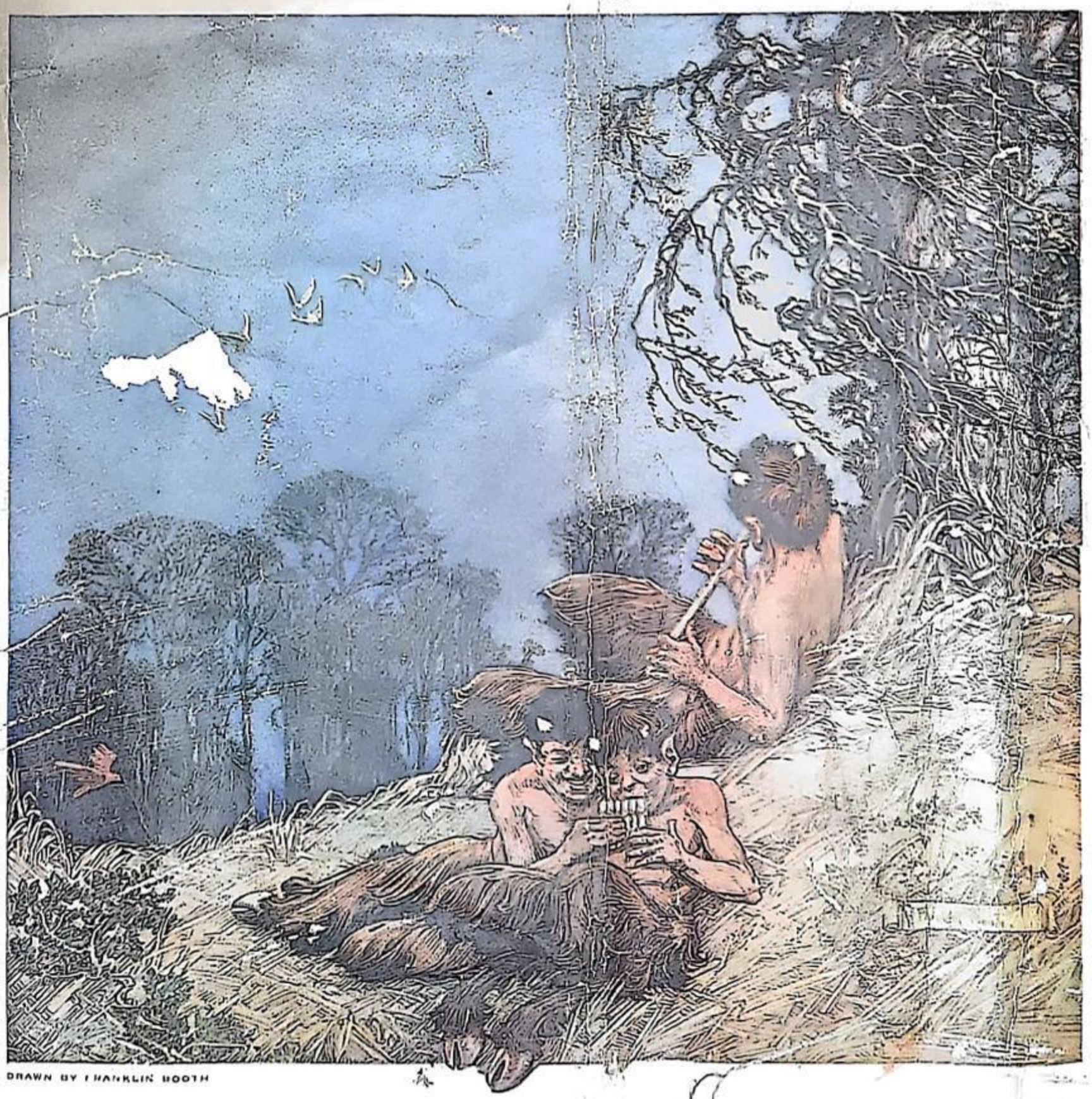
Collier's

THE NATIONAL WEEKLY



DRAWN BY FRANKLIN BOOTH

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A Race to the Chuck Wagon

PAINTED BY W. HERBERT DUNTON

"Whose is it, and where did it come from?"

manipulation of keys with the emergence of a sli tinted paper carrying certain disk-shaped perfora at irregular inte. vals over its surface. These per tions were not at random, but in accordance with a The machine was one to make check raising foreve possible. All his life Inlow had been going to ja check raising. To perfect the invention and buil first machine would take years and—money! Th ventor knew but one simple method of getting m It was the irony of fate—that fate which jests at g —that Inlow, to get the money to build the mach prevent check raising, himself raised a draft of a State bank from an unassuming eight dollars entirely prepossessing eight thousand.

While Jake divided with his confederates and pared to locate a secluded shack in the hills whe could hammer and file and drill to his heart's co officers followed the broad spoor of his crime very heels of the criminal.

IT WAS dark when the officers came upon him. was not alone. There was an exchange of shot officer was killed. Inlow himself was readily take his accomplice escaped. No weapons were found the captured man, but his confederate, who wa known to the police, had vanished completely, ar blood of the slain man demanded a victim. Inlow was charged with the killing. He sat in the and heard his accusers tell the story of it, heard read his record of felonies from sea to sea, and stood up and stared stolidly while the judge gav "all of it."

While the other convicts were marched away to afternoon's task, Inlow brooded unsociably in the

With a low cry he leaped forward

The meal was disposed of with a fiery zeal

Crawling under the barn to see if the hen had hatched a brood

The Limited Started Right

Here is a brief, "inside" history of the most remarkable high-powered, six-cylinder automobile ever produced.

In 1906 we made plans to build an Oldsmobile "Six" which should be actually superior to all existing types, in touring comfort, speed, silence and reliability.

In 1907, after exhaustive shop tests, the first car was completed and road tests began. In 1908 an officer of the company drove a finished car many thousand miles.

In the course of these try-outs, the running gear received as much consideration as the motor. It was found that, within certain limits, the larger the diameter of wheels and tires, the more luxurious were the riding qualities.

In 1909 regular deliveries to the public were made. Then the wheel diameter was increased and the famous 42 inch tires became the standard equipment. The output was over-sold.

Veteran motorists were amazed at the riding qualities revealed by the large tires. Ruts, bumps and cobble-stones seemed to disappear by magic. Record high mileages were secured, sometimes treble the previous average.

The Limited of today, with its wonderful, long stroke motor and a multitude of improvements and refinements, is far ahead of the Limited of 1907. By the same token, it is ahead of other six-cylinder cars.

Although the seven-passenger touring car now runs on 43x5 inch tires, it is designed so skillfully that body, bonnet and wheels are in proper artistic proportion. The center of gravity is low, entrance and exit are made easy and all the lines are graceful and pleasing.

While daringly original five years ago, the principles of its construction were sound, so we may say that—

The Limited started right, has been perfected to the utmost—and is today without serious competition.

Touring, Tourabout, Roadster and Limousine bodies. Prices, $5000 to $6300. The Oldsmobile catalogue describes all styles of the Limited, the Autocrat and the Defender. Sent gratis.

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WHEN your day's work is over, when you're comfortable at home, when your pipe is charged with "The Smoothest Tobacco"—then you think great thoughts. And Velvet helps—always—either at home or at the office.

Grown in favored Kentucky—in the best of the Burley country. Then aged two years—till it's mellow—till it's just right.

This is the *only* way. No quick patent process can ripen the flavor or so safely take out the bite. Our two years' waiting does it.

Try it.

Velvet in full size two-ounce tins, for pipe smokers — **10c.** Velvet is excellent rolled as a cigarette—it is packed in one-ounce **5c** bags for this purpose — convenient for the pocket.

SPAULDING & MERRICK

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